

## RAILWAY INTELLIGENCE.

**Contract for the Railway Dock at Hull.**—Monday, the 11th inst., was the day appointed for deciding upon the tenders received for the construction of the Railway Dock and entrance. The dock directors met in the morning, and, after examining and considering the tenders sent in (fourteen in number), accepted that of Messrs. Bowers and Murray, of Liverpool, who have been engaged during the last seventeen years in contracts upon most of the docks constructed in that port within that period, and are now at work upon the Albert Dock. The contract includes the excavation of the dock and entrance, and the formation of the walls and quays. The work is to be commenced immediately, and it is expected to be completed, and the dock ready for use, in the spring of 1846.—*Hull Packet*.

**Employment afforded by Railway Undertakings.**—We have calculated, from data afforded us by gentlemen well conversant with the subject, that there are at present employed in merely making the necessary preliminary surveys for the numerous lines of railway now before the public in Ireland, some 520 engineers, sub-engineers, draftsmen, clerks, chainbearers, and their assistants. This is exclusive of labourers. The salaries of the above vary from 2*l.* to 13*l.* a week, while labourers employed get from 1*s.* to 1*s.* 6*d.* per day. Besides, such a staff of officials gives employment in their turn to carmen, &c. Should all the lines of railway now projected obtain acts of incorporation in the ensuing session of Parliament, and commence operations as soon as possible after, employment would be afforded, one way or another, to some 200,000 persons.—*Irish Railway Gazette*.

**Salisbury and Dorsetshire Railway.**—This line is proposed to commence near Salisbury (83 miles by railway from London), passing near Fordingbridge, through Wimbourn and Bero to Dorchester and Weymouth, with a branch from Wimbourn to Poole; being at least 12 miles shorter between London and Dorchester than the Southampton and Dorsetshire line, and two miles shorter between Dorchester and the towns situate on the eastern coast line of railway. This advantage applies to Poole and other towns on the line.

**Rotherham and the Railways.**—The result of the interview between the Midland Railway directors and the deputation appointed at a public meeting recently held in Rotherham on the subject of the projected railways through that town is, that Mr. Stephenson has been appointed by the directors to survey the country, and report on the practicability of a direct line from Gainsborough to Rotherham. At a second public meeting the inhabitants of Rotherham sanctioned this arrangement.—*Railway Record*.

**Wexford, Carlow, and Dublin Junction Railway.**—The object of this company is to form a railway from Wexford to Carlow, to join the Carlow branch of a main trunk to Dublin; thus placing the port and county of Wexford in direct communication with the metropolis, and by the Great Southern and Western Railway with Cork, Limerick, and other parts of the south of Ireland. The line is about 40 miles in length; the engineer Sir John Macneill.

**Railway Tunnelling.**—At a meeting at Cardiff, Mr. Brunel stated that the Box Tunnel of the Great Western Railway cost 100*l.* per yard; the White Ball Tunnel on the Exeter Railway cost but 53*l.*; the Cheltenham Tunnel was estimated at 136*l.* per yard, and it cost but 34*l.* per yard; and to show the reduction in this department alone, he had lately contracted for tunnelling at 28*l.* per yard.

**HARBOUR OF REFUGE IN THE FRITH OF FORTH.**—We understand that the proposal of a harbour of refuge for the shipping on the east coast of Scotland, to be situated in the vicinity of Granton, has been for some time under the consideration of many influential parties in this quarter. The project, we hear, has been received in the most favourable manner, and we hope to be enabled, in a very short time, to discuss it in its several bearings, as the subject is one of the very greatest importance to the commercial classes and the public generally.—*Edinburgh Witness*.

## Miscellaneous.

**WAYSIDE CHAPELS.**—Wayside Chapels were the only ancient places of public worship with which burial grounds were not locally connected. They had no walled inclosures, and could never have been more alone than many are now on the highways to Walsingham. Those near Hillborough have been planted on the bleak brow of elevated ground near the roadside, and are without particular architectural distinction, being little oblong buildings of equal breadth throughout, as plain in design as in their figure. The walls are roofless and broken, the cracks and chasms serving to channel away the water from the moss-grown summit. The interior, which could once afford rest to the weary, and a plittance to the distressed, is now too desolate to be sought as a shelter by cattle. No marvel then that travellers in later days have neglected to turn a few paces out of the way to visit these ancient relics: they would find them not altogether uninteresting, but overgrown with briars, and half filled up with heaps of old rubbish. No kind of sepulchral memorial has been discovered within or on the outside of any of these edifices, often as death must have overtaken the pilgrim on his way. Chances of this kind were not provided for by a consecrated space for burial, as the custom of entombing the dead around the sanctuary in which the living assembled for worship, was never extended to Wayside Chapels, neither was the administration of baptism, nor the celebration of matrimony included in the duties prescribed to them, as was sometimes the case in privileged instances in assistant chapels belonging to districts at a distance from the mother church.—*Remarks upon Wayside Chapels, &c., by J. C. and C. Buckler*.

**OPENING THE NEW BRIDGE AT ATHLONE.**—The new bridge at Athlone, built by the Shannon Navigation Commissioners, was opened on Saturday, the 9th instant, for public traffic. It consists of three stone arches, each 60 feet wide, with a portcullis 40 feet wide, to afford accommodation to vessels passing. Colonel Jones, to whom the bridge was formally given up, after commenting on its utility, adverted in complimentary terms to the contractor, for the magnificent structure which he had completed, and said that a stronger or handsomer bridge there was not in Ireland. It was the work of Irishmen, and it was delightful to know that from the commencement of the work up to the completion, not a life was lost in the operations, nor was a man one fortnight absent from his work by accident or hurt.—*Morning Herald*.

**THE NEW ROYAL EXCHANGE.**—On Saturday last a number of workmen in the employment of Mr. Jackson, the builder, were actively engaged in erecting scaffoldings on the north side of the Royal Exchange, opposite St. Bartholomew-lane, preparatory to the statues of Sir Thomas Gresham and Whittington being placed in the niches over the shops in that portion of the building. The resplendent paving laid down by Messrs. Senger, of Vauxhall, in the merchants' area on the occasion of Her Majesty opening the Exchange, was also finally removed in the course of the same day, preparatory to supplying its place with the Sengels' asphalt. It seems strange that the authorities will not at once pave, and that properly, the area in question; the improper application of any material brings it into discredit with weak minds incapable of correct judgment.

**ELECTRICAL TELEGRAPHS IN FRANCE.**—The Minister of the Interior has just appointed a special commission to report on the advantages of the system of electrical telegraphs, and the possibility of their application. The minister had previously directed M. Alphonse Foy, the administrator-in-chief of the telegraphic department, and two of the principal employes, to inspect the model of Mr. Bain's electrical telegraph, which has been for some time privately exhibited in Paris.

**ENORMOUS PIECE OF PLATE GLASS.**—There is to be seen at the present time in Regent-street, at Mr. Saunders', a plate of glass containing upwards of 95 square feet, its dimensions being 12 feet 9 inches by 7 feet 7 inches, and its quality is so brilliant as to be generally understood to be the finest glass in the world.

**SUBSIDENCE OF THE SURFACE GROUND OVER A COAL MINE.**—An alarming occurrence took place yesterday (Friday) morning, at St. Peter's Quay, about three miles below Newcastle, the surface of the ground, for some acres in extent, having been affected with what in this district is called the creep, by which considerable destruction has been done to property in the neighbourhood, the extensive building-yard of Messrs. Thomas and William Smith, the eminent ship-builders, having been rendered for a time entirely useless. The first intimation of danger was observed a week ago, but it was very slight, amounting only to a rent in one of the houses to the north of the building yard, which was repaired, and matters continued in the same state till nine o'clock yesterday morning. It may be proper to state that the dock, though on the north side of the river, is completely undermined by the workings of the Friar's Goose Colliery, situate on the other side; and it is supposed the accident has been caused by the working or falling of the roof, or superincumbent strata. At the period above mentioned, the whole of the men and boys, nearly 200 in number, were at breakfast in the smith's shop and store, on the north side of the building-yard, when they heard a noise like thunder, and on looking out beheld the surface of the ground in motion. They ran away from the spot, and reached a place of safety, and there they were soon joined by the inhabitants of the neighbouring houses, who fled in the greatest consternation. In a few minutes the motion of the surface ceased, and, on the men returning to the building-yard, they found the ground rent in various directions, presenting chasms several feet in depth; the bottom of the spacious dry dock, capable of admitting vessels of the largest size, was thrown up in dreadful confusion; the sides rent; and the whole presented a scene of destruction which might well appal the stoutest heart. The windows in the neighbouring houses were broken, doors and frame-work split and crushed, and several walls were levelled with the ground. The movement was confined to the building-yard and the adjacent houses. The quay next the river has sunk several inches, and the bed of the river, which before was "high and dry" at low water, is now covered to the depth of from 18 to 24 inches. The water in the river was agitated, and the motion was felt on board the vessels lying near. The men employed in the building-yard have been discharged, and all work suspended, and it will be some time before the injury can be repaired.—*Newcastle Journal of last Saturday*.

**ORNAMENTAL STATUES FOR THE SCOTT MONUMENT.**—During the last few days the workmen have been employed in placing the stone figures intended to decorate the architecture in the principal niches assigned to them over the central arches. Two of them have been now fixed, one looking to the north, the other to the west. The former figure is a statue of Prince Charles Stuart, in the full Highland garb. He is in the attitude of drawing his sword, and has an expression of defiance in his countenance. It is, on the whole, well executed, particularly the head, and has a pleasing effect; it was executed by Mr. A. Ritchie, of this city. The other figure represents "The Last Minstrel," a reverend man, bare-headed, dressed in a flowing robe, in the act of touching his harp. This is a very picturesque and poetical figure, and does much credit to Mr. James Ritchie. We understand it is intended to place on the south or east side of the monument a figure of the "Lady of the Lake," which is already executed; she is supposed to be just stepping from a shallop, the prow of which, with oar, &c., is visible, under her feet. This is the most pleasing figure of the three which has yet been executed. We believe the subject of the fourth is not yet decided upon, though a model of "Meg Merrilees" has been completed for the purpose.—*Edinburgh Evening Post*.

**THE LONDON ARCADE.**—The project is revived for opening a new street and erecting an arcade, to commence in Lothbury and Throgmorton-street, near the end of Bartholomew-lane, and to terminate near to London-wall and Finsbury-pavement south, together with a branch arcade leading from the last-named place, and terminating near to London-wall and Finsbury-circus.